

Appl. No. 10/808,741
Amdt. Dated Feb. 14, 2006
Reply to Office action of November 16, 2005

Amendments to the Specification

Please replace paragraph [0030] with the following amended paragraph:

[0030] Referring now to FIGS. 1-6, there is shown a first embodiment of the self dampening means of the present invention. As shown in FIG. 1, the self dampening means may comprise a multi-piece liner designated generally by reference numeral 24. Liner 24 includes a heat resistant layer 26 which may comprise, for example, a flexible material such as cardboard or the like. Liner 24 further includes a flexible substrate 28 which may comprise, for example, a steel wire mesh or any other suitable material adapted to receive and sustain a layer 30 of ceramic. In the preferred embodiment shown, ceramic layer 30 is conformally deposited by known techniques atop substrate 28. Such depositing operation may include, for example, chemical vapor deposition or any suitable means for achieving the desired result. Substrate 28 and ceramic layer 30 are then affixed to heat resistant layer 26 by any suitable means, including, without limitation, an adhesive 32 as shown in greater detail in FIG. 2. As shown in FIGS. 3-6, liner 24 may then be rolled and inserted within a desired driveshaft component such as front propshaft assembly 12. The liner 24 may be attached to an inside surface of the propshaft 12 by any known bonding technique. This liner 24 will improve system packaging of the propshaft 72 and reduce noise, vibration, and harshness (NVH) concerns of the drive train system.

Please replace paragraph [0032] with the following amended paragraph:

[0032] As indicated above, the layer adapted to receive the ceramic coating, i.e. substrate 28 or 36 typically, but not necessarily, comprises a steel wire mesh, and may be a stainless steel wire mesh. The wire mesh 36 38 will reinforce the ceramic layer 38 and increase the durability of the dampening means. It is understood, however, that any suitable material (metal, plastic, rubber, ceramic, metal alloys, and combinations thereof, etc.) may be used having any suitable configuration (mesh, not mesh, etc.) depending only on the application and the desired result. Further, while shown incorporated herein as part of a front propshaft 12, it is contemplated that liner 24 and/or 38 of the present invention, and variations thereof, may be used in other driveshaft assemblies and parts and components thereof, including, without limitation, propeller shaft assemblies, halfshaft assemblies, etc.